

sidered heretofore, and derives much of its importance from a kindred work, now in progress from Charlotte to Columbia, South Carolina. Already from Raleigh Northward, continuous lines of Railroad and Steamboat transportation stretch through the towns of Virginia, and the great cities of the North, to Portland in Maine, and Buffalow on Lake Erie. Similar works also exist, or are in progress, with a certainty of completion in the course of a year or two, extending from Charlotte Southward through Columbia, to Charleston: and again from the former of these through Augusta, and the interior of Georgia, and Tennessee to Nashville, as well as to the Mississippi, at Memphis, and to New Orleans, by way of Montgomery and Mobile. Through a part of North Carolina alone, a link is wanting, to complete the grand chain of communication, from one extremity of our Country to the other, and to furnish to the whole nation those facilities of intercourse which the inhabitants North and South of us, enjoy in their several sections. The connexion proposed therefore, being, as it were, a bridge over a space now impassible by steam cars, having at either end the great highways of the North and South, with their numerous branches for a thousand miles in both directions, promises a reasonable remuneration for the outlay of its construction, from "through" transportation: and in a military and other points of view, would be of great national advantage. Had nature supplied us with navigable rivers like the Mississippi, flowing from Raleigh and Charlotte, respectively, to New York and New Orleans, or even to Charleston, all would at once perceive the benefit of the junction of the two, through the interior of the State, as clearly as did the genius of Clinton, that arising from the union of the Hudson with the great Lakes. The parallel may not be yet perfect in the present state of Railroad conveyances, but is destined to be at no distant day.

But the foregoing are merely incidental inducements to undertake this work. It is commended to us as a great North Carolina improvement, appealing to our interest and State pride, by arguments which it were almost criminal to overlook. 1st. It would open to the market of the world an extensive region of the State, reaching from the Capitol almost to the Blue Ridge, of great fertility, and capacity for indefinite improvement, by reason of its Agricultural, Mineral and Manufacturing resources; containing in the Counties within twenty-five miles of the most direct route, more than 230,000 souls; and within fifty miles, more than one half of our whole population, who are far removed from